

To Whom It May Concern,

I am writing today to ask that you consider taking a more in-depth look into how Lightsquared's proposal to create a broadband network across the US will affect the GPS users of America.

I own and operate a small business that resells satellite communications hardware and services to both public and private users across the U.S. I have assisted a number of customers with their purchase of personal satellite messengers that utilize GPS technology to communicate the user's location to friends, family or employers for emergency or to confirm their safety. The U.S. government is one of my bigger customers; forest rangers, wildlife services and various other agencies are utilizing this product to help ensure the safety of their people as they work in remote areas of North America.

It would be a shame if all of the units that I have sold to these end users had to be replaced because they no longer worked due to interference issues, seems like a big waste of money to me.

The comments below have been borrowed from other sources more familiar with the specifics, however I believe they are of value to my argument.

The FCC needs to consider future GPS signals as well as satellite signals from other satellite navigation systems. The FCC needs to investigate the effect of the Light Squared system on the future GPS L1C signal as well as GLONASS L1 (Russia), Galileo L1 (Europe), and Compass L1 (Chinese) to understand the effect on receivers of today and of the future. GPS L1C, Galileo L1, and Compass L1 all use wider bandwidth than today's GPS L1, which makes them even more susceptible to interference from LightSquared's system.

L1 and L5 are the GPS, GLONASS, Galileo, and Compass signals of the future. Those signals will drive hundreds of billions of dollars in revenue because they will bring high-precision accuracy to our everyday lives, which is something only available on very expensive GPS receivers today.

Again, precedence has been set. Look at what happened to GPS navigation after Selective Availability (SA) was turned off in May 2000. Overnight, GPS accuracy improved from 100 meters to 10 meters, and subsequently the multi-billion dollar market for GPS automobile navigation devices was launched. Companies like TomTom grew from zero revenue to multi-billion dollar corporations.

The same is expected to happen again when mainstream GPS accuracy improves from 10 meters to well under a meter using the L1 and L5 signals, but that will only occur if the GPS L1, GLONASS L1, Galileo L1, and Compass L1 signals are protected. Some say that L2 can be used instead of L1 in the future. While that's true for GPS, L1 and L5 have become the international standard while L2 is not supported by the international community.

In closing I respectfully ask that you consider taking more time to study this issue. How many times in the history of the U.S. have decisions been made with good intentions only to see that with the passage of time there were many unintended consequences. Please don't rush this decision, take time and make the right choices.

Thank you for your time.

Terry Van Hoose

President, In The Zone Communications Company